



THE FLYER

Coast Guard Aviation Logistics Center

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CO's Message

Season's Greetings!

I can hardly believe that the Holiday Season is already here. Perhaps it is an indication of how busy things have been at the ALC. In addition to regular depot maintenance production, we have dealt with the government shut-down, the furlough of much of our civilian workforce, the fiscal year close out with associated inventories and audits, a continuing resolution, and the development of our own fiscal year 14 budget amidst all those ongoing fiscal uncertainties. I, for one, will pray through the holidays that we won't have a repeat of the shutdown scenario come mid-January! I am amazed and impressed that the ALC workforce has man-

aged to continue quality services despite all the turmoil. I thank all of you for all that you do!

As we proceed into the New Year, you will begin to hear me talk about implementing the results of our Requirements Planning Team report – an effort in which many of you contributed. I will do this during our Divisional meetings during our brief discussions after personnel recognitions. In fact, implementation is already underway to begin efforts to close the gaps that were identified by the team. You can expect to see increased emphasis in airworthiness certification, logistics, and stewardship as those



topics encompass our key strategies. I am very excited about this effort as a means to ALC continuous improvement. This is something to look forward to, but in the mean time, I wish you and your families a warm and blessed Holiday Season...and please take Master Chief Self's advice noted in the CMC corner!

Keep on truckin'!

On page 6 & 7 you'll find an article about the Coast Guard in World War II, reprinted from the Coast Guard Magazine, December 1953 edition.

Special thanks to Gordon Oliver.

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MH-60T Navigation Software Upgrade Contract Awarded

CWO Tyler Jennings, MRR

To meet emerging Federal Aviation Administration requirements and enhance the human machine interface, CG -41 tasked the MH-60T Projects Office to implement a comprehensive navigation software upgrade project for the MH-60T. In addition to 78 software enhancements to decrease pilot & aircrew workload, the contract includes implementation of Required Navigation Performance (RNP) and Area Navigation (RNAV) solutions into the Common Avionics Architecture System (CAAS). This will allow the MH-60T helicopter to meet the Chief of Naval

Operations functional requirements. RNP/RNAV is centered upon aircraft using internal global positioning satellite navigation systems coupled with inertial navigation systems to eliminate the need to be solely dependent on legacy ground based navigation aids.

The contract was awarded on 1 November 2013 to Rockwell Collins who is the manufacturer of the CAAS cockpit and Operational Flight Program. The kick-off meeting is set to begin on December 10, 2013 in Cedar Rapids, Iowa. Special recognition goes to MRR contracting staff members Ms. Nancy DeBerry and

Ms. Renee Wood for partnering with Navy Price Fighters to conduct arduous negotiations with the contractor and ensure the Coast Guard received the best value for every dollar spent. Notably, their efforts will also inject

immeasurable cost savings into the MH-65E conversion project as this contract will provide a robust baseline for integrating CAAS navigation and RNP/RNAV software into the SRR fleet.





Karen White, ESD Tech Pubs Editor

As an Editor, there are many grammatical errors that I see and hear on a regular basis. I'd like to share some of them in hopes that someone may learn from them. These rules are taken from [U.S. Government Printing Office Style Manual](#), [The Gregg Reference Manual](#), and [Plain Writing Act of 2010](#).

The Plain Writing Act of 2010 was signed on 13 October 2010. Its purpose is "to improve the effectiveness and accountability of Federal agencies to the public by promoting clear Government communication that the public can understand and use." There is a helpful list of simple words and phrases on the [PlainLanguage.gov](#) website.

Virgule (/): Do not enter a space before or after a virgule (diagonal). (Exception may apply to this rule when quoting poetry.)

Use of Pronouns I and Me: When the pronoun is the direct or indirect object of a verb or the object of a preposition, use the objective form rather than the nominative form.

EXAMPLES (objective): They invited Eddie and me for the weekend. (**NOT:** They invited Eddie and I for the weekend.) Send the email to Kristi and me. (**NOT:** Send the email to Kristi and I.) **EXAMPLES (nominative):** Debbie and I are going to dinner tomorrow night. (**NOT:** Debbie and me are going to dinner tomorrow night.)

Keep Your Holiday Season Expectations Rational

The most important contributors to a happy holiday season are the expectations you create in your own mind about the holidays. You can't make them perfect—people get sick, recipes don't always turn out as expected, and family members don't always get along.

Coworkers aren't always kind to each other and the new work program you introduced is not going to make everyone

Grammar Rules

Either Lisa or I can work late tonight. (**NOT:** Either Lisa or me can work late tonight.)

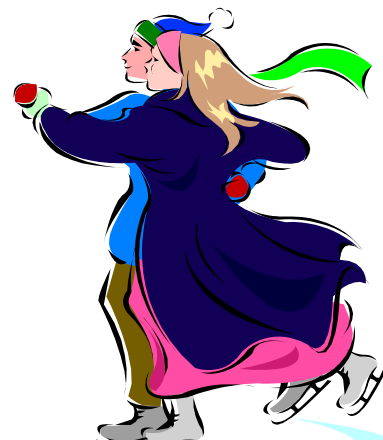
References: When referencing directives in technical publications, use (series) rather than the revision letter; for example, use ALCINST 5216.1 (series) instead of ALCINST 5216.O. The document will then not require updating each time the directive is revised. FYI: This does not apply to process guides, which can only end with -A for aviation, -G for general, or -S for surface.

Hyphenation and Compound Words: A hyphen is used to avoid doubling a vowel or tripling a consonant, except after the short prefixes co, de, pre, pro, and re, which are generally printed solid. Here are some examples of compound words frequently used in aviation technical documents:

aircrew	copilot	lift-off*	right-hand**
airspeed	coworker	logbook	rollout*
anti-ice	crewmember	logon*	setup*
antiskid	de-ice	long-term	signoff*
backplate	downtime	mockup	sign-on*
backup*	followup*	multifunction	signup*
buildup*	hand-held	overtemperature	standdown*
built-in	indepth	postflight	subassembly
check-in*	leadtime	preflight	takeoff*
checkoff*	left-hand**	pushbutton	timeframe
checkout*	liferaft	reinstall	workforce

*This designates correct usage for noun or unit modifier instances only. When used as a verb, separate as two words.

**This designates correct usage as a unit modifier. If not a unit modifier, use as separate words without the hyphen.



AMTC Chad Beaverson and Mrs. Kirby Rovolis pin on anchors to newly promoted AMTC Jason Rovolis of the SRR Product Line with CAPT Martin presiding.



GS- Employee of the Quarter

As the Information Systems Division Standards and Security Branch Chief, Brason Twiford has been selected as the Aviation Logistics Center Civilian of the Quarter. His exceptional organizational skills and devotion to duty are clearly visible in the recently redesigned ALC Common Access Card (CAC) process for both contractors and civil service employees. This new streamlined process required him to research many Coast Guard instructions to align Coast Guard requirements with our diverse workforce. The CAC issuing process for contractors requires multiple steps and entry into two separate, non-integrated IT systems: e-QIP and TASS. Once the critical steps are completed for e-QIP entry and an approval notice is posted by the Coast Guard Security Cen-

ter (SECCEN), he initiates the process in the TASS to issue the CAC. For civil service employees that require a new investigation to obtain or maintain a security clearance, Brason must ensure the necessary documents and information for the employee are entered into the e-QIP or physically mailed to SECCEN. Brason's knowledge of the security vetting process is exemplary and unparalleled. His structured ALC process makes the complex Coast Guard CAC requirements appear effortless. I commend Brason Twiford for his outstanding efforts which have created a high quality CAC process that supports our organization's security and minimizes employee processing time. Thanks to a job well done!



Enlisted Person of the Quarter

Aviation Maintenance Technician First Class Paul Lewin (MRR Product Line) has been selected as the Enlisted Person of the Quarter for the Fourth Quarter of 2013.

During this period, Petty Officer Lewin served as the Structural Technical Service Representative for the Medium Range Recovery Product Line, a position normally filled by a Chief Petty Officer. Petty Officer Lewin ensured all facets of Programmed Depot Maintenance were held to the highest standards and oversaw the structural repairs for one MH-60T conversion, one Navy conversion aircraft, and the first MH-60T returning for depot maintenance. Petty Officer Lewin also supervised and provided mentorship to four students attending the MH-60 Advanced Structures Repair 'C' School, bestowing expert tutelage in airframe structural repair processes, significantly enhancing their ability to complete repairs in the field. Supporting eight operational MH-60 units, Petty Officer Lewin provided expert guidance for technical assistance re-

quests on three occasions which included repairs of three cracks in different primary airframe support structures for an aircraft stationed in Kodiak, Alaska.

Petty Officer Lewin demonstrated extraordinary technical expertise and attention to detail during this period. He provided the Office of Aeronautical Engineering with essential data to determine the viability of future MH-60 shipboard deployments. He located an obscure manual which listed the design specifications and performed the mathematical equations from the manual in order to determine the aircraft's ability to handle the stresses of shipboard operations. Displaying exceptional initiative, Petty Officer Lewin personally performed a prototype evaluation of an organic coating remover for composite parts with positive results that will save thousands of dollars and reduce environmental impacts from sanding dust. Finally, Petty Officer Lewin completed all requirements for the Basic Aircrew designation in less than three months and made a significant contribu-

tion to the unit by mentoring two division members as they worked to regain their designations.

Petty Officer Lewin graduated and earned a Bachelor of Science degree this summer from Purdue University's Aeronautical Engineering Technology program. Petty Officer Lewin learned project management skills that helped immensely with MRR Product Line initiatives including six sigma lean principles and team communications. He also learned to be self-reliant with regard to his procedural skills with mathematics, as demonstrated by the data he provided Office of Aeronautical Engineering. In addition Petty Officer Lewin learned what it is like to be part of a research team that was required to use their collective creativity to think outside the box to innovate and develop solutions to unusual problems. Congratulations to Petty Officer Lewin as the Aviation Logistics Center's Enlisted Person of the Quarter! See back page for photo.



ALC Personnel Help at Local Children's Camp

AMTC Jake Steinbrink, MRR

It has been said that it takes a village to raise a child. As children are our most precious resource, contributing to their personal growth and ensuring that they become responsible, morally grounded, well-adjusted adults with sound values is important to us all. On October 28th, a group of ALC personnel turned these words into actions by donating their time and effort to make safety improvements to the facilities at Camp Cale, a local youth camp.

Camp Cale is a 76-acre facility on the Perquimans River near Hertford, North Carolina, which provides positive experiences for youths eight to eighteen years of age, offering week-long summer camps, day camps, retreats, and team building events. Activities offered include swimming, canoeing, archery, rock wall

climbing, and low/high ropes exercises. Recently, four ALC volunteers pitched in and made safety improvements to the high ropes facility. They installed new support cable anchors using eighteen inch eyebolts secured to trees and telephone poles in and around the structure. When necessary, the volunteers dug holes and installed additional telephone poles in strategic locations to stabilize the structure.

Repairs to the existing equipment were also carried out, ensuring that campers will be able to safely enjoy the facility for years to come. Volunteers included AETC Mike Chaney and AETC Chris Hill from the Engineering Services Division, and AMTC Reagan Payne and AMTC Jake Steinbrink from the Medium Range Recovery Engineering Cell.



MH-65D Operation Flight Program (OFP) Upgrade

CDR Matt Farnen, SRR

The SRR PL hosted Rockwell Collins technical representatives from Oct 30 - Nov 4 to conduct aircraft ramp and flight testing of the MH-65D CDU-7000D OFP - 10 upgrade, which provides improvements for the operational fleet. The software upgrade incorporates numerous changes to enhance functionality of the communications suite, flight management system, mission data loading, CDU display brightness adjustability, and the advent of developmental airframe limit and hard landing exceedance pages. Key components contained in the upgrade allow for the RT-5000 radios to be manually tuned in 2.5 KHz increments, re-enable sounding of the HF-ALE when conducting multiple touch and go traffic

patterns, correct true airspeed calculations above 10,000 ft MSL, reduction of glare during NVG ops through greatly increased dimming range of the CDU display, and the ability to load mission data from either the top or bottom card independently upon initial startup. Furthermore, the incorporation of the developmental airframe limit and hard landing exceedance pages will be used in an ongoing effort to validate g-load exceedance of the airframe for flight maneuvers and landing gear exceedance events associated with hard landings.

Rockwell Collins will deliver "black label" software (software tested and approved for operational use) in December 2013. Once delivered, the upgraded OFP will undergo a 60-day operational evaluation at Prime Unit (Atlantic City) prior to ACCB2 submission for fleet wide implementation.





SRR-IOD Specialized Training

As ALC continues to support opportunities to develop and maintain a proficient and professional workforce, the SRR Product Line and the Industrial Operations Division recently completed several training sessions related to the overhaul and repair of dynamic components. At the end of August, a trainer from Eurocopter France was onboard to give a weeklong dynamic component single part repair training session. This training covered repair process methodology and overhaul documentation needed to repair and overhaul flight critical parts such as those used in the MH-65 main and tail gearboxes. At the end of October, two trainers from SKF USA gave training on bearing inspection and failure analysis. The three day course included a review of bearing types, failure methods and inspection criteria. In addition to these training opportunities several more training sessions are scheduled between now and the end of the calendar year. In mid November Mr. Pat Duggins, a nationally recognized expert on Maintenance Resource Management and aviation maintenance practices, visited ALC and provided training on the importance of proper handling and storage of aviation parts. Mr. Duggins'

presentation will give real life examples from legal cases he has been involved in where improper parts handling and storage have led to aircraft mishaps. In December, another Eurocopter France trainer will be onboard to give visual dimension inspection training used in the analysis of parts for serviceability.



CMC Corner

First, I would like to say congratulations to all those who advanced this quarter. Don't get comfortable; keep striving for the next goal. Also, Congrats to AMT1 Lewin for receiving the EPOQ, that parking spot is pretty coveted.

With the holidays coming I want to bang the "enjoy responsibly" drum. We all know the way to do this, but sometimes we fail to plan ahead. IT'S NOT WORTH IT!! Don't do anything stupid and cause me extra work, more importantly...mess up your career or worse. If you find yourself in a bind, call someone, our OOD if you have to; ask them for my number if it comes down to it. It is better to be embarrassed than suffer lifetime consequences

for one bad choice.

This is the time of year we all tend to look beyond ourselves. Look for an opportunity to help someone in need. Most of us are very blessed, pass on some of those blessing to those without. It's the right thing to do.

Lastly, look around, is someone going to be alone for the Holidays? Invite them over, give them a friendly place to eat dinner and hang out and watch the game. Coasties do a great job looking out for one another, keep the trend going.

Have a great Christmas and New Years, MC





COAST GUARD IN WORLD WAR II

Fourteenth In A Series Of Articles From Wartime History

ROBERT F. SARGENT, Coast Guard Combat Photographer, who landed in France with the first boat wave to leave the CHASE, relates: "When H-hour finally came I had a mixed feeling of pride and being downright scared. When the order 'lower away' came, everything was quiet, except for the squeaking of the davits and the whispered comments of the men. The soldiers were quiet. More than anything else they dreaded the rough boat ride to the beach. We were cold and soaked to the skin even before starting our ten-mile trip shoreward, as a choppy sea broke over our square bow. As the task force behind us faded in the morning light, we looked ahead for our first glimpse of France.

"Battle smoke and dawn light made an eerie sight. We passed the control vessel, and almost without having us slow down, they sent us into the beach. When nearing the shore all we could see was the deserted beach, with one lone LSVP, looking like a coffin abandoned and broached on the water's edge, and a tank bogged down in the surf. Smoke hung over everything and as the coxswain opened the throttle to drive into the beach we saw the enemy-placed obstacles, a tangled mass of timbers, barbed wire and hidden mines. Down the beach we could see the water spouts of enemy shells rising in the air close to other landing craft, but the beach ahead looked lifeless. We were going to be the first to land at this spot. We wondered if they were waiting for us.

"My eyes were glued to the boat coming in next to ours, and on the water in between, boiling with bullets from hidden shore emplacements, like a mud puddle in a hailstorm. It seemed impossible that we could make it without being riddled. As I watched the next boat, it suddenly burst into flames and smoke, a white foglike smoke, and it tilted crazily as soldiers crowded to one side to get away from the flames. Evidently a bullet had set off a soldier's hand grenade. The flaming boat would surely swamp, I thought, but with a final burst of speed, he kept plowing ahead, and both boats drove as close to the water's edge as underwater obstacles would permit. We were in! The ramp went down and our infantrymen jumped off into chest-deep water to wade ashore, shooting as they went. But some went down, never to rise again.

"By this time we were racing in reverse to get off as fast as we could. Close by, a shell from a German .88 landed, then another, and a third closer by. They had our range but we just sneaked out from under

each explosion. Again I looked at the boat which had gone into the beach ablaze. In a display of remarkable seamanship and cool headedness, the boat crew had brought the fire under control and were backing jerkily and slowly away from shore. All the boats in our wave retracted safely and we headed back to our transport, trailed for the first 1,000 yards by bursting artillery shells dropping off our stern."

ACCOUNT OF EMIL A. BACHSCHMIDT

In the initial assault off one western beach in the Cherbourg-LeHavre area, Emil H. Bachschmidt, Coast Guard Landing Boat Engineer attached to the CHASE, had three vessels shot out from under him by hidden enemy machinegun nests, after landing two cargoes of troops safely. "The moment we dropped our ramp, rapid machinegun fire opened up, spraying bullets all around us, but all of my soldiers got onto the beach safely," he related. "Close to the water, I saw many infantrymen who weren't so fortunate. We wasted no time backing off the beach. We were mighty lucky, for a German .88 landed in the water a few yards away.

"We returned to the line of departure and there got orders from a control vessel to stand by in case it became too hot on the beach for incoming LCI's to land. We felt pretty safe lying there beyond machinegun range, until we saw two British landing craft get direct hits by .88's. One of them blew up in a great gust of flame. The other one was luckier, and we picked up a few survivors. By now, the beach was blazing with gunfire, and the soldiers were stopped cold for the moment. We were told that we would have to make another trip in with men from a Coast Guard-manned LCI. I really dreaded the thought of facing those machineguns again.

"This time we were able to dodge around the under-water obstacles that lined the shoreline and we beached the troops on dry land. Again they cut loose on us, but this time they hit home. Bullets sprayed into the stern of my boat as I was getting ready to back off. Then my engine conked out, and there was such a pile of gravel on our ramp that I couldn't raise it. I worked for about a half hour trying to get the engine going, but finally had to abandon my craft because by this time it was swamped. I waded ashore and flopped flat on the beach with some soldiers. I wanted someone to talk to and, besides, I was exhausted. After about a half hour I decided it was time for me to find some way to get back to my transport.



"I saw an LCT on the beach still loaded with trucks and I thought I might ride out on it. When I reached this craft I realized why it was still loaded. There were no signs of life aboard. Every soldier but two had been mowed down. I climbed into a hatch and lit up a cigarette, thinking at least I was in a relatively safe spot. I soon saw that I was wrong, as shrapnel began to snap around me, sounding like someone throwing pebbles against steel plating. The defenders were obviously trying to destroy these vehicles.

"I ran ashore again to join the soldiers who were literally hanging on to the beachhead by their finger nails. I must have stayed there for two hours before another boat landed. Finally, an LCT came in about 1,000 yards away. I jumped up and headed for it. I must have flopped down ten times before I reached the craft, partly because I was afraid of being hit and partly because my legs wouldn't hold me up. The last soldier was running off the ramp of this craft as I climbed aboard, relieved that at last I had found a boat still operating. I was tired and soaked to the skin.

"No sooner had we started to back off the beach

when we heard a terrific explosion and the craft took a sudden list to starboard and began to sink. We had hit an under-water mine, which blew a hole through its side. We quickly saw it was no use trying to salvage the boat because it already was filled with water and the Germans had our range. I helped the crew destroy maps and other confidential material, jumped into the water and swam ashore. My nerves were just about shot after having three crafts shot out from under me in three tries — I didn't much care what happened to me then, but, fortunately, the destroyers had moved and quickly silenced those miserable pillboxes. These 'cans' saved the day just as they did at Sicily and Salerno.

"But this time, it must have been nearly four in the afternoon, wave after wave of LCI's came in, and I knew at last that I would get a ride back. The nearest ship was a Coast Guard LCI operating in our assault group, and the skipper told me he could take me to the transport area. The ride back to my ship was the grimmest part of the day; my companions were all wounded men, who didn't get beyond 100 yards from the water's edge."



This picture of troops disembarking from a Coast Guard landing craft on "D" Day on the shores of Normandy has been called one of the greatest pictures to come out of World War II. In the dim background can be seen obstacles erected by the Nazis in the hope that landing craft would make their approach at high tide and run afoul of these obstructions.



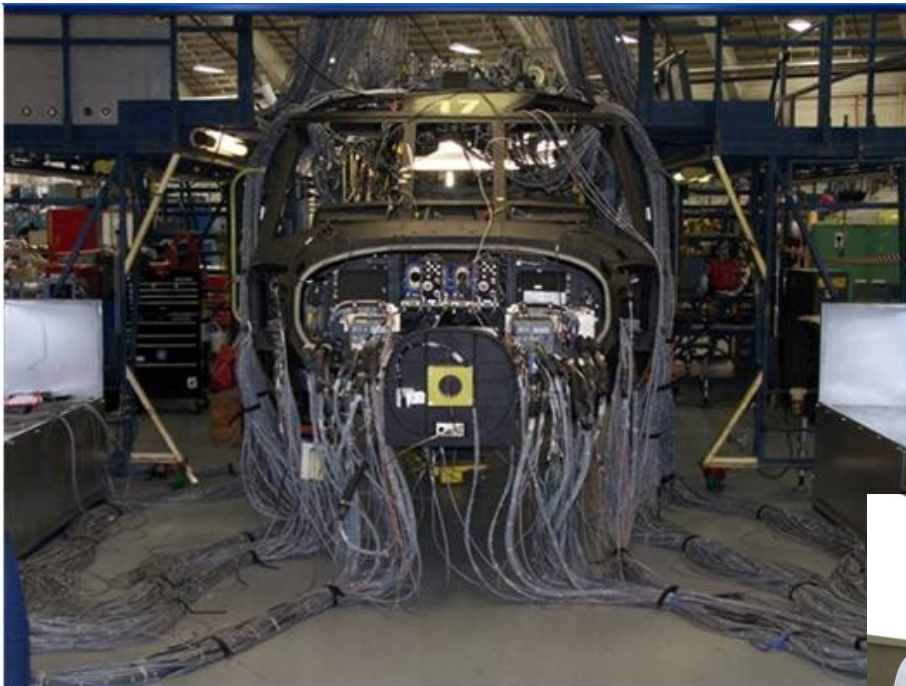
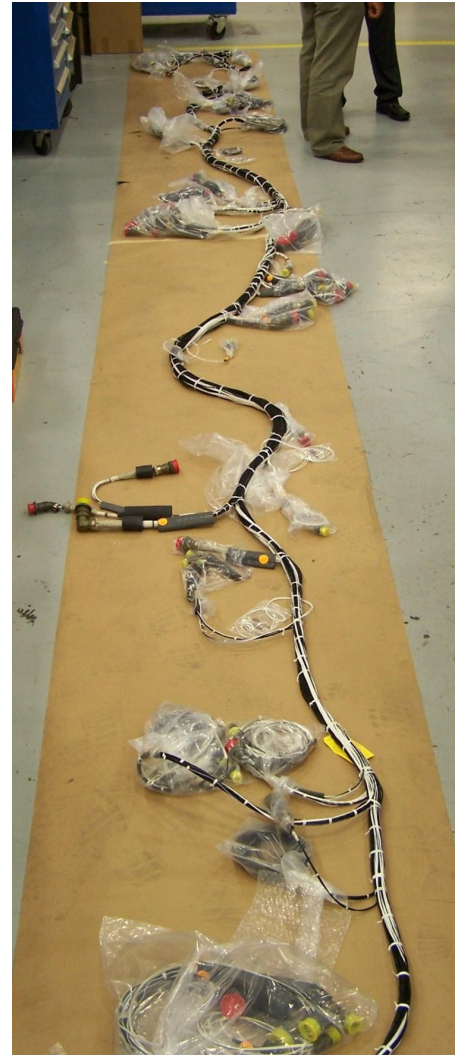
MH-60J to MH-60 T Rewire Complete

CWO Tyler Jennings, MRR

The MRR Product Line is proud to announce the completion of the MH-60J to MH-60T Rewire Project. The re-wire effort began in 2004 with a comprehensive statement of work to replace legacy wiring systems and support a modern all digital glass cockpit for the MH-60T conversion program. Since CG6027 began the long journey as the prototype MH-60T, 41 additional aircraft have been upgraded and re-wired. CG 6024 was the last to complete the rewire phase and is scheduled to complete Programmed Depot Maintenance in February 2014.

Each MH-60T incorporates 76 wire harness (shown in photo to the right) bundles equal to 15.75 miles of wire that weighs 1,037 pounds. With that being said, it is understandable why it took nearly 900

days to accurately document and complete the rewire of the prototype aircraft. The second aircraft, CG6028, took only three months, and the final aircraft rewire time was reduced to 40 days. All individuals involved should be extremely proud of their unwavering efforts to install a whopping 661.5 miles of wire weighing in at 43,554 pounds on our fleet of 42 MH-60T aircraft. The automatic wiring analyzer (shown in photo below) also played a crucial role in the re-wire effort by testing every wire installed on the aircraft. We would like to thank Mr. Josue "Q" Quiles and Daniel Attardo who completed over 25,000 tests on 80 aircraft systems saving countless troubleshooting hours. Both teams working towards a common goal did an outstanding job in meeting the Coast Guard's needs and provided a superior product for our aircrews. Bravo Zulu!



AMTCS Al Wiltse and AMTC Joe Miller pin on new rank insignia to newly promoted AET1 Walter "Ace" Acevedo of the MRR Product Line. See photo to the right.





Things To Remember When Naming a POA

You may find yourself in need of using a Power of Attorney (POA) at some point in your Coast Guard career, for such things as selling or buying a house if you or your spouse is deployed, buying or selling an automobile, or something as simple as registering a vehicle from your home of record. POAs are very helpful and can serve a multitude of purposes to expedite legal matters that you may incur. Listed below are some interesting, nice to know facts when using a POA.

Q. Can I have the same person serve as my medical power of attorney representative and as my financial power of attorney representative?

A. Yes. You may appoint the same person to be both your medical and financial power of attorney representative or you may appoint different persons.

Q. What can my power of attorney representative do?

A. Your representative can do anything you give him or her power to do. You decide what powers you want to give your power of attorney. You can give the person you appoint very specific and narrow powers: for example, "the power to deposit my pension check in my bank account." Or you can give the person you appoint very broad authority: for example,

"the power to do anything I could do if I were present."

Q. How Long Does a Power of Attorney Last?

A. A simple power of attorney is valid only as long as you have the capacity to handle your own affairs. As long as you have capacity, you can review the actions of your power of attorney at any time. You can tell him or her what you want and do not want. After you lose this ability, in other words, after you become incapacitated, a simple power of attorney is no longer valid and the person you appointed loses the power to act for you. Someone will have to go through the court to have a guardian and/or conservator appointed for you.

Q. Should I use a friend whom I have played a practical joke on in the past?

A. "Never name someone as your POA if you have pranked that person in the past" states CPO VanSicklen. See

Photo below.

\$30 + POA + Friend = Priceless



'Tis the Season

LT John Mabus, Chaplain

During the holiday season, we might hear the phrase, "Tis the season_____." People usually fill in the rest with something like "jolly" or "merry." How would you fill in the blank?

For many, the holiday season began by remembering those who have gone ahead of us at Halloween, All Saints Day, or Veterans Day. Next, our nation pauses in gratitude during Thanksgiving. For Christians and Jews the celebrate God's rescue during Advent and Christmas or Hanukkah. At work, we have "holiday rou-

tines," parties, food and gifts. The shops are abuzz with holiday music, decorations and bargains. Yet, for some, the holidays might be filled with grief, extra stress, family discord or financial hardship.

The word "holiday" originally means "holy day." Holy means sacred, set apart, special, distinct and honorable. Holidays are important to individuals, families, religious groups, commands, and a nation to remember what is sacred, special and honorable to them. In the midst of the meals, gifts, travels, and whatever fills the schedule, make the most of the days by

reflecting on what is important to you; what guides and gives meaning and purpose to your life and your relationships. It is an opportunity to make sacred space to slow down and reflect of how we might need to realign our lives, reconcile with others, or come along side someone in need.

If you need a place to celebrate the Christmas Season, the chapel has many opportunities and welcomes you. See our portal site for details:

<https://cgportal2.uscg.mil/units/dol/dol-3/BEC/SitePages/Chaplain.aspx>



Meet Mr. Dabney—IOD Engineering Support Branch



CDR Kevin Kearney, IOD

In July 2013, CWO Trevin Dabney reported to ALC's Industrial Operations Division. Assigned as the Branch Chief for the newly formed IOD Engineering Support Branch, he is responsible for supervising Quality Assurance personnel and working directly with all Product Line Engineering cells on technical matters. Since reporting, CWO Dabney has worked on various critical projects such as helping to coordinate the proper chemical treatment of various metals parts being repaired or manufactured at ALC. He has also been instrumental in working with SRR personnel on various Main Gearbox and Tail Gearbox engineering issues. Additionally,

he has been intimately involved with exploring the use of hydrogen peroxide stripping compound to remove paint from aircraft and parts. In just a few short months, Mr. Dabney's efforts on these and other projects have had far reaching impacts to current and future production work in IOD and around ALC. CWO Dabney is the only other military member assigned to IOD besides the division chief. If one of our product lines or back shops has an engineering question, CWO Dabney is the first and best point of contact for addressing the matter. Please be patient, he is a very busy man.

Welcome aboard Trevin!

CCG-LIMS Success at ATC Mobile

CDR Rob Taylor, CG-LIMS

On October 29, ALC's Information Systems Division (ISD) started piloting its third CG-LIMS release at ATC Mobile. Release 3 gave ATC Mobile the ability to perform all unit level maintenance on HC-144 #2314 in a non-production CG-LIMS environment. Success didn't happen overnight. It took ten months of dedi-

cated teamwork with ALC's Engineering Services Division, the Operations Systems Center, Oracle, ATC Mobile, and CG-9334.

ISD's use of Agile Scrum and customer coordination were vital to overcoming complex technical challenges and new software issues. At a recent meeting with other Oracle customers, it became clear that no other organization had attempted as much with so few team members. This validated ISD's approach of working closely with end users to deliver capability in small, but valuable increments.

There is still work to be done before an HC-144 can be maintained in production CG-LIMS. That's what the team is sprinting towards now. Release 4 is scheduled to go live on May 10, 2014. At that time, ATC will use CG-LIMS instead of ACMS to maintain all of their HC-144 aircraft. The team will then work to bring all HC-144 aircraft into CG-LIMS by November 2014. This will make ALC's Medium Range Surveillance (MRS) Product Line the first to manage an entire asset type in CG-LIMS.

See more by joining the team during an upcoming CG-LIMS Sprint Review and Demonstration. For details, contact CDR Rob Taylor (Robert.F.Taylor@uscg.mil).



**New Phone Number
Coming in January for
ALC's Help Desk**



The Eyes and Ears of the Future

LCDR Mike Calderone, MRS

The current fleet of HC-130J's and HC-144A's may soon have an upgraded C4ISR system installed to increase operational capability for the next decade. The system is called "TALOS" named after the Greek God that protected the homeland from pirates and invaders. The system was co-developed by the USCG and Navy and consists of an onboard suite of networked computers and displays that provide the crews with critical mission information. In the complex arena of surveillance operations, the design challenge for TALOS is not just to gather data from multiple sophisticated sensors, but to process and present that information in an

"intelligent" way to allow the operational commander act on it in a timely manner. The system collects, classifies and displays the various types of sensor-data gathered in different types of surveillance missions and provides it to the crew via a highly intuitive interface. The result is maximized operational effectiveness thanks to the enhanced level of information integration and reduced workload on-board the aircraft. Because of the system flexibility, it is suitable for both our fixed-wing fleets. In addition, with widespread use of commercial off-the-shelf components, standard windows-based workstations and open architecture, it is highly adaptable to future upgrades. The typical

configuration will include two mission system operators that will face forward in the aircraft. Data can be shared with the pilots via a dedicated cockpit display. The system should improve the capability of our aircraft and crews to better serve our country.



Holiday Stress Management Tips

Submitted by Jeannette Torrens, Work Life

1. Make a list of what NOT to do. As you head into the holiday season there are probably numerous chores, errands and projects that don't need to be done now and can be put off until January when your schedule will open up.

2. Streamline what you dislike and savor what you love. Set aside time and make time for what you love. Then try to cut your dislike list way down or at least try and find a way to simplify those.

3. Find the true meaning of the holidays. Whether it's attending services, donating toys and food, volunteering at a homeless shelter, visiting an elderly shut-in, or even watching IT'S A WONDERFUL LIFE, look for activities that give you an emotional and/or spiritual lift.

4. To experience joy: allow extra time. Time pressure kills joy. Be aware of how time pressure can turn a pleasurable activity into an activity that loses its fun-factor.

5. Make a list and check it twice. People are great at making lists but they rarely prioritize their lists. As a result, you wind up picking off low-priority tasks and not leaving enough time for high priority activities like spending time with family and friends.

6. Allow time for yourself. And finally, don't forget to allot some time every day (even if it's just a half an hour) to recharge your own batteries. You can't make anyone else happy if you are feeling miserable and stressed inside.

Eagles, Anchors and Deputies Celebrate the End of Movember





AMT1 Paul Lewin, ALC 4th Quarter 2013 EPOQ, and CAPT Martin. See story on page 3



NOTHING IS ROUTINE AT ALC

Commander Cousins
Operations Officer

For almost seven decades, men and women have made the daily commute to the Coast Guard's Elizabeth City facility. Some came to learn how to become aviation professionals, others came to stand the watch, and a few chose the path to preserve precious aviation resources. The Aviation Logistics Center team, composed of active duty military, civilian and contract personnel maintain the Coast Guard's aviation fleet. You are part of the Coast Guard's tradition, part of the Coast Guard family.

As this year comes to a close, many will enjoy well deserved breaks with family and friends. Please take time to remember your Coast Guard family and friends as well.

If you see something unsafe within your spaces, take time to report it to your supervisor. While driving on base, take time to ensure you are drive the proper speed limit and observe for pedestrian traffic. If you see someone who acts different from normal, take time to ask them if they are okay.

Yes, the Coast Guard has maintained aircraft on this base since 1947, and it seems routine, but there's nothing routine about maintaining aviation resources. As you spend time with your family, take pride in the fact you are directly responsible for thousands of lives saved and you too are part of that story – you save lives.

There is nothing routine about saving a life.